Army and Navy Chronicle,

AND SCIENTIFIC REPOSITORY.

Wm. Q. Force, Editor and Proprietor.—$5 per annum.—Office corner of 10th & D streets.

VOL. I.] WASHINGTON, THURSDAY, APRIL 13, 1843. [No. 14.

Foreign Miscellany.

From the Engineer's and Architect's Journal.

DESTRUCTION OF ROUND-DOWN CLIFF.

DOVER, *January* 26, 1843.

You will not be surprised to hear that the announcement that an explosion of 18,000 lbs. of powder was to be made in the Round-Down Cliff this afternoon, brought an influx of strangers into this town; still, though considerable, it was not so large as I had expected. Curiosity was, I think, paralized by a vague fear of danger, which kept some thousands at home who might have witnessed it, as the event turned out, without the slightest shock to their nervous system. The experiment succeeded to admiration, and, as a specimen of engineering skill, confers the highest credit on Mr. Cubitt, who planned, and on his colleagues who assisted, in carrying it into execution.

Every body has heard of the Shakspeare Cliff, and I have no doubt that a majority of your readers have seen it. I should feel it a superfluous task to speak of its vast height were not the next cliff to it, on the west, somewhat higher. That cliff is Round-Down Cliff, the scene and subject of this day's operations. It rises to the height of 375 feet above high-water mark, and was, till this afternoon, of a singularly bold and picturesque character. To understand the reasons why it was resolved to remove yesterday no inconsiderable portion of it from the rugged base on which it has defied the winds and waves of centuries, I must make your readers acquainted with the intended line of railway between Folkestone and this place.

At Folkestone there will be a viaduct of great height and length. Then there will be a tunnel, called, from a martello tower near it, the Tower tunnel, one-third of a mile in length. Then comes a cutting through the chalk of two miles in length, called Warren's Cutting. Then comes the Abbott's Cliff tunnel, one mile and a quarter in length, and now half finished, although only commenced on the 16th of August last. From the Abbott's Cliff tunnel to the Shakespeare Cliff tunnel the railroad will be under the cliffs close to the sea, and protected from it by a strong wall of concrete two miles long, and with a parapet of such a height as will not preclude passengers from the splendid marine view which lies under them. Now, it was found that when a straight line was drawn from the eastern mouth of the Abbott's Cliff tunnel to the western mouth of the Shakespeare tunnel, there was a projection on the Round-Down Cliff, which must be removed in some way or other, to insure a direct passage. That projection, seen from the sea, had the appearance of a convex arc of a circle of considerable diameter. It is now removed, and some idea of its size may be formed from the fact that a square yard of chalk weighs two tons, and that it was intended by this day's experiment to remove 1,000,000 tons. The Shakespeare tunnel is three-quarters of a mile long, and it is about the same distance from that tunnel to the town of Dover.

Having premised thus much as to the locality of Round-Down Cliff, I now proceed to describe, as briefly as I can, the means employed to detach from it such an immense mass of solid matter. A horizontal gallery extended for about one hundred yards parallel with the intended line of railway, from which cross galleries were driven from the centre and extremes. At the end of these cross galleries shafts were sunk, and at the bottom of each shaft was formed a chamber, 11 feet long, 5 feet high, and 4 feet 6 inches wide. In the eastern chamber were deposited 5,000 lbs. of gunpowder, in the western chamber 6,000 lbs., and in the centre chamber 7,000 lbs., making, in the whole, 18,000 lbs. The gunpowder was in bags, placed in boxes. Loose powder was sprinkled over the bags, of which the mouths were opened, and the bursting charges were in the centre of the main charges. The distance of the charges from the face of the cliff was 70 feet at the centre, and about 55 feet at each end. It was calculated that the powder, before it could find a vent, *must* move 100,000 yards of chalk, or 200,000 tons. It was also confidently expected that it *would* move 1,000,000 tons.

The following preparations were made to ignite this enormous quantity of powder: At the back of the cliff a wooden shed was constructed, in which three electric batteries were erected. Each battery consisted of eighteen Daniels's cylinders, and two common batteries of twenty plates each, to which were attached wires which communicated at the end of the charge by means of a very fine wire of platina, which the electric fluid, as it passed over, made red-hot, to fire the powder. The wires, covered with yarn, were spread upon the grass to the top of the cliff, and then falling over it were carried to the eastern, the centre, and the western chambers. Lieutenant Hutchinson, of the Royal Engineers, had the command of the three batteries; and it was arranged that when he fired the centre, Mr. Hodges and Mr. Wright should simultaneously fire the eastern and the western batteries, to ensure which they had practised at them for several previous days. The wires were each 1,000 feet in length, and it was ascertained by experiment that the electric fluid will fire powder at a distance of 2,300 feet of wire. After the chambers were filled with powder, the galleries and passages were all *tamped* up with dry sand, as is usually the case in all blasting operations.

At 9 o'clock in the morning a red flag was hoisted directly over the spot selected for the explosion. The

wires were then tested by the galvanometer, the batteries were charged, and every arrangement was completed for firing them.

It was arranged that the explosion should take place at 2 o'clock; at that time there was an immense concourse of people assembled. In a marquee erected near the scene of operation, for the accommodation of the directors and distinguished visitants, we observed among the number assembled, Sir John Herschell, General Pasley, Colonel Rice Jones, Mr. Rice, M. P., Professors Sedgwick and Airy, the Rev. Dr. Cope, and there was also a strong muster of engineers, among whom were Mr. Tierney Clark, Mr. John Braithwaite, Mr. Charles May, Mr. Lewis Cubitt, and Mr. Frederick Braithwaite, the engineers and directors of the Greenwich, Croydon, Brighton, and South Eastern Railways, besides numerous foreigners of eminance.

At 10 minutes past 2, Mr. Cubitt, the company's engineer in chief, ordered the signal flag at the western marquee to be hoisted, and that was followed by the hoisting of all the signal flags. A quarter of an hour soon passed in deep anxiety. A number of maroons, in what appeared to be a keg, was rolled over the cliff, and on its explosion with a loud report, all the flags were hauled down. Four more minutes passed away, and all the flags except that on the point to be blasted were again hoisted. The next minute was one of silent, and breathless, and impatient expectation. Not a word was uttered, except by one lady, who, when too late, wished to be at a greater distance. *Galeatum sero duelli pœnitet.* Exactly at 26 minutes past 2 o'clock a slight twitch or shock of the ground was felt, and then a low, faint, indistinct, indescribable moaning subterranean rumble was heard, and immediately afterwards the bottom of the cliff began to belly out, and then almost simultaneously about 500 feet in breadth, with reference to the railway's length of the summit, began gradually to sink.

There was no roaring explosion, no bursting out of fire, no violent and crashing splitting of rocks, and, what was extraordinary, no smoke whatever; for a proceeding of mighty and irrepressible force, it had little or nothing of the appearance of force. The rock seemed as if it had exchanged its solid for a fluid nature, for it glided like a stream into the sea, which was at a distance of about 100 yards, perhaps more, from its base, tearing up the beach in its course, and forcing up and driving the muddy substratum, together with some debris of a former fall, violently into the sea, and when the mass had finally reached its resting place a dark brown color was seen on different parts of it, which had not been carried off the land. The shattered fragments of the cliff are said to occupy an area of fifteen acres, but we should judge it to be much less. I forgot to minute the time occupied by the descent, but I calculate that it was about four or five minutes. The first exclamation which burst from every lip was, "splendid, beautiful!" the next were isolated cheers, followed up by three times three general cheers from the spectators, and then by one cheer more. These were caught up by the groups on the surrounding downs, and, as I am informed, by the passengers in the steamboats All were excited—all were delighted at the success of the experiment, and congratulation upon congratulation flowed in upon Mr. Cubitt for the magnificent manner in which he had carried his project into execution.

As a proof of the easy, graceful, and swimming style with which Round-Down Cliff, under the gentle force and irresistible influence of Plutus and Pluto combined, curtseyed down to meet the reluctant embraces of astonished Neptune, I need only mention that the flag staff, which was standing on the summit of the cliff before the explosion took place, descended uninjured with the fallen debris.

No fossil remains of the slightest importance were brought to light, which was a matter of disappointment to many. A very few even of the most ordinary character were found among the mass, which it may well be imagined was, soon after the explosion, teeming with the curious multitude from the cliffs above, anxious to obtain some relic of the event.

On examining the position occupied by the debris of the overthrown cliff, we were much pleased to find it more favorably disposed than we could have conceived possible. Instead of occupying the site of the proposed railway at the foot of the cliff, it had by its acquired velocity slid past it, and left comparatively little indeed to be removed. At some considerable distance from the cliff the fragments appeared to be heaved up into a ridge, higher than any other part, forming a small valley towards the cliff, and another seaward, beyond which a second ridge appeared, when it finally slopes off towards the sea. The chalk was by no means hard, and appeared thoroughly saturated with water. The great bulk of the fragments ranged from two to perhaps eight or ten cubic feet, although we observed a vast number of blocks, which contained from two to three cubic yards and upwards, one of which was driven some distance into the Shakespeare Tunnel, without doing injury to the brickwork. There was very little, indeed, of what might be termed rubbish in the mass.

Previous to the explosion, we had heard it stated that about a million yards were expected to be detached; indeed, the Railway Times so stated it, on the 21st ultimo, apparently from authority, and after the explosion took place, it was publicly asserted by one of the officials that three-quarters of a million of cubic yards had come down. Now, on cubing the stated dimensions of the mass, which were given as under 300 feet in height by, say 50 feet longer than the gallery, which would therefore be 350 feet, by an average thickness or depth from the face of the cliff of 60, we shall have 233,333 cubic yards; but as the present face slope of the cliff is greater than before, the average thickness perhaps might be increased to 75 feet, which would make the quantity 291,666 cubic yards; from this is to be deducted 50,000 yards, the estimated quantity to be now shifted in forming the road; we shall then have 30,000 yards effectively removed by the expenditure of one ton of powder. We understand that Mr. Cubitt, the engineer, afterwards stated that a saving of six months' work and £7,000 expenditure was effected by this blast. Now, allowing 6*d.* per yard for the removal of the quantity now

required to be shifted, which would amount to £1,250, and £500 for the powder used in the blast, the cost of forming the galleries, tamping, &c., we shall find that this mass has been removed at a cost of 1.44*d.* per yard. Again, taking Mr. Cubitt's statement, that a saving has been effected of £7,000, to which, if we add the £1,750, expenditure by the present plan, we shall find that he estimated the cost of removal by hand labor at rather less than 7¼*d.* per yard.

We felt an interest in examining the beds and fissures of the chalk in the neighborhood of this blast, which clearly indicated that the plan of removal adopted by Mr. Cubitt was not only the cheapest, but the safest method which could have been adopted. The vertical fissures which here traverse the chalk appear to lie pretty nearly parallel, and at a slope perhaps of one-fifth to one-tenth to one. It was in one of these fissures that the whole mass parted and slipped down, on which we believe it had set previously, no doubt brought about by the infiltration of water more than the sapping of the base by the sea. So treacherous, indeed, was this chalk, that, if we are rightly informed, a mass equal nearly in bulk to that blasted on Thursday, came down unexpectedly some time since in the night time, burying in its ruins a watchman or foreman belonging to that part of the line. In the zigzag gangways cut along the face of the cliff to enable persons to ascend to the summit, this sliding of the chalk where those vertical fissures are intersected, appears very frequently, inspiring the passer-by with a feeling of great insecurity. How far the water might be intercepted, or otherwise be prevented from filtering through these fissures, is a question of great importance, and would not, we think, be one of difficult remedy. It also becomes a matter of interesting inquiry as to the effect which a lesser quantity of powder would have had, deposited and fired in the same manner. Would it only have made the mass insecure, or caused a partial sliding down, rendering it then more difficult of removal by hand than at first? The proportion of powder which Mr. Cubitt employs in his blasting operations, we understand is determined thus: "The cube of the line of least resistance in feet gives the quantity in half ounces;" but in this case there does not appear to have been any such quantity employed, though much more than heretofore is found necessary in usual blasting operations. Perhaps the most curious circumstance connected with the operation, was the apparent absence of shock on the firing of the charge on some spots in the immediate vicinity, while at others, far more distant, it was clearly perceptible. Thus, where the batteries were placed, those in charge of them thought the charge had missed fire, from their being insensible to any shock, while at five times the distance along the face of the cliff it was clearly felt. But even along the face of the cliff it was very evident that the shock was felt by some and not by others, though standing within a few yards of each other.

Scientific Enterprise.—The expedition of M. de Castlenau to the central regions of South America, under the sanction of the French Government, being decided upon, it may be interesting to give some idea of the vast undertaking. It embraces no less than an exploring journey across the continent at its great width, from Rio Janeiro to Lima, a line of no less than one thousand leagues, one-half of which has never yet been visited by any other European. The return is to be made along the Maranon or Amazon river, and the interior of Guiana. This wide tour will excite public curiosity in the highest degree, as it embraces a country of fabulous history, but told with so many circumstances and incidents as almost to create in some minds a doubt whether it was fabulous. Our traveller will have to cross the country of the warlike Amazons, in whose existence La Contamine, the great astronomer and traveller, who visited the Maranon in the middle of the last century, believed. He will also visit the empire of the Grand Waspiti, who plays so great a part in the thousand Spanish Chronicles, and also the mysterious Eldorado, in search of which so many brave men, including Sir Walter Raleigh, faced appalling difficulties and dangers.

Independently of these imaginary, or at best, apochryphal objects, the scientific explorer will have an ample field for the exertion of his talents and observation. The study of the monuments of the imperial race of the Incas, whose civilization was the wonder of far remote ages, and whose history is still a closed book, seems likely to be exposed to us, with the migrations of the people of the earliest ages. To those add the fixing of the magnetic equator, the study of the beneficial products of these regions, particularly that invaluable medicine, bark, observations on the various races of men, on the brute animals, and plants, and the atmospheric phenomena of these wild regions. These subjects must all attract the attention of M. Castlenau, who is qualified for his great task by having passed five years in the least known parts of North America, among the red men of the deserts, and by his numerous works on natural history. This great enterprise was planned under the auspices of the late Duke of Orleans, and is now adopted and patronised by the Duke of Nemours, anxious to accomplish the views and wishes of his august brother.—*Galignani's Messenger.*

Marriage in the German Army.—A Dresden letter, of the 26th ultimo says: "We are expecting the publication of an order every day, forbidding officers of the army to marry until they have attained the age of 28 years, and can then prove that they are in the receipt of the income of a fortune amounting to 12,000 thalers, (about 46,000 francs.) Hitherto there has been no restriction as to age, and the fortune required was only 6,000.

Depression of the Dead Sea.—Lieut. Symonds, of the British royal engineers, has ascertained, by exact trigonometrical measurement, the depression of the Dead Sea below that of the Mediterranean to be thirteen hundred and thirty-seven feet! By similar observations, he found the Lake of Tiberias to be eighty-four feet below the Mediterranean.—*N. Y. Journal of Commerce.*

Domestic Miscellany.

[*From the New Orleans Courier.*]

EARTHQUAKE IN THE WEST INDIES.

The following letter from an eye witness, will, no doubt, interest our readers, as it furnishes the only minute and correct account yet published of one of the most frightful scenes that can be imagined.

POINT PETRE, *March* 13, 1843.

To the Editor of the Courier: On the 8th February, about half past ten o'clock, a frightful earthquake threw down all the houses and walls in the town of Point Petre. After a terrible minute of mortal anxiety, the trembling of the earth ceased, and then arose on all sides the most heart-rending cries. For a moment, a cloud of dust made it impossible to distinguish objects; but in a short time the wind dispersed the dust, and the eyes of the few survivors fell on heaps of bodies horribly mutilated; some still alive, and others quite dead.

A stupor for a moment seemed to paralize the tongues and the limbs of those who had escaped unhurt. They looked at each other like idiots. Suddenly, cries broke forth, "My child!" "My father!" "My wife!" and then all were in motion, in search of those they held most dear.

No longer could any streets be traced, for all were filled up by the ruins of the houses, of which none remained standing but a few built of wood. After a long and painful search among the heaps of ruins, a few persons were taken out alive.

The questions asked, while this was going on were truly heart-rending: "Have you seen my mother?" "She has been crushed to death." "Have you met with my children?" "They were found under the ruins." "Oh, tell me what has become of my wife!" "She has been dashed to pieces."

Others stopped close to the spot where lately stood their dwellings—with their hands clasped together, and on bended knees, they called for aid: "My mother is there, buried alive under the ruins—she calls—help me to get her out." "I am seeking my own mother," was perhaps the reply; and he who had been called on to aid, went his way.

In all the roads, heads, arms, and legs were seen sticking out, the rest of the body being held as in a vice. And these heads, arms, and legs were trampled on by their fellow-townsmen, who were searching after their own relations.

Three thousand dead, and two thousand mutilated bodies, have been taken from the ruins, and many more remained untouched eight days after the disasters.

When they heard of this frightful calamity, the people of the neighorboring islands hastened to send or bring aid and succor. Subscriptions were every where opened, and all rushed forward to put down their names. Even the poorest among the poor, hastened to contribute his mite.

In the mean time, food was wanted. Not a store or a warehouse had escaped the wreck. True, a few frame houses remained standing; but flames had burst out from the ruins, and what the earthquake had spared, was now rapidly consumed by fire. Nothing then was saved, but the lives of a few human beings, whose minds were impressed with recollections of the scenes they had witnessed.

The night of the 8th was frightful. While the flames were completing the work of destruction, those who had escaped sought repose after the fatigues and alarms of the day. The stoutest had fled to the adjacent plantations, carrying perhaps a child, perhaps some chattel snatched from the fire. Others had repaired on board the vessels in the harbor. The feeble had lain themselves down at the foot of a tree or close to a rock.

The fire continued burning two days and nights.

On the 10th, a provisional administration was organized. Rations were distributed, consisting of a little rice, a little codfish, and a biscuit. Judges, lawyers, notaries, merchants, were seen with a piece of codfish and a biscuit in their hands. The diffident fared still worse, getting nothing. In consequence of this state of things, numbers left the island.

No questions arose as to where the vessels were bound for. It sufficed, if the unfortunate emigrant could be received on board. None remained, but those who were tied down by some powerful motive. The people of Martinico gave the kindest reception to those who sought refuge among them.

CH. TESTUT.

SWORDS UNCLAIMED.—Six swords, prepared in obedience to resolutions of Congress, and intended to have been presented to officers of the navy for gallantry and good conduct in the actions with the enemy in which they were respectively engaged, have recently been found in the Navy Department. The names of the officers to whom these swords were voted, and the actions in which they distinguished themselves, are as follows:

James Bliss, Mid., Lake Erie, Sept. 10, 1813.

Alex. Storet, Mid., Lake Erie, Sept. 10, 1813.

Rogers Carter, Sailingmaster, Lake Champlain, September 11, 1814.

Thomas Greeves, Jr., Midshipman, capture British brig Epervier.

Richardson Brick, Midshipman, capture British brig Reindeer.

Thomas N. Bonneville, Midshipman, capture British brig Reindeer.

These officers being not now in service, and perhaps not living, the swords properly belong and will be delivered, upon the production of satisfactory evidence, to the *nearest male relative.—Madisonian.*

MEDALS.—The Secretary State for the Commonwealth of Pennsylvania gives public notice that there are now remaining in his office, uncalled for, six silver medals, which were voted by the Legislature of Pennsylvania at its session of 1813–14, "to those citizens of Pennsylvania who nobly and gallantly volunteered on board the American squadron on Lake Erie," in 1813, "in compliment of their patriotism and bravery," in that naval action.

These medals bear the names of and belong to *John Cook, Josiah Goodrich, Isaac B. Seal, Jacob Levenselter, Lyman Griswell,* and *Joseph Woods,* and those interested are invited to make application for them at the Secretary's office.—*Intelligencer.*

THE GREAT COMET OF 1843.

From the United States Gazette.

HIGH SCHOOL OBSERVATORY,
PHILADELPHIA, *March* 25, 1843.

Finding that the elements of the great comet of February, 1843, furnished on the 19th instant, did not represent the motion of the comet satisfactorily, being in fact derived from marking the place of the comet, as seen in the comet searcher on Harding's Atlas of the stars, and then computing the elements from these places, Professor Kendall and myself availed ourselves of the nights of the 19th, 21st, 22d, 23d, and 24th, to make nice micrometer measures of the position of the centre of the nucleus, from small stars in the same field of view of the nine-feet Fraunholer. The stars used on the 19th, 22d, 23d, and 24th, are found in Bessel's Zone Observations. By means of those of the 19th, 22d, and 24th, we have computed the following set of elements, which correspond pretty well with the observations, viz:

Perihelion passage, February 26, 0489 m. t. Phila.

Ascending node, - -	166°	1′	25″
Inclination, - - -	39	0	22
Longitude of the perihelion,	292	50	31
Perihelion distance, - - -	0.00834		

Motion *direct*.

These elements do not agree with those of any comet on record—it must therefore be new. They account for the comet's being seen in the day time on the 28th of February and 1st of March. It had just passed its perihelion two days before, and some time on the 26th its superior conjunction with the sun; and on the 28th was far enough east of the sun to be seen in the position quoted by the observers at Woodstock, Vt., Portland, Braintree, New Bedford, &c.

The great comet of February, 1843, is one of the most remarkable that has ever appeared in the history of the world, for its physical peculiarities. These I need not dwell on here. They have been admirably described by Professor Loomis, of Western Reserve College, Hudson, Ohio, in an article which was republished in the Inquirer of the 23d instant, and by Professor Olmstead, in a lecture delivered at New Haven. It is not less remarkable in its geometrical relations. Of all the comets on record whose elements have been computed, (about 145 in number,) this of February, 1843, approaches nearest the sun, except the great comet of 1680, whose perihelion distance, according to the accurate computations of Encke, was about *six* hundred thousand miles from the sun's centre. That of the present comet is about *eight* hundred thousand. When we consider that the sun's surface is *four* hundred and forty thousand miles from its centre, we find that both comets approached much nearer the sun's surface than that surface is to its centre. The period of the comet of 1680 is somewhat remarkable. Encke found that one of *fourteen* thousand years would suit the observations rather better than the supposition of its moving away in a parabola never to return.

This affords some ground for conjecture concerning the period of the present comet.

Astronomers have dwelt with astonishment on the rapidity with which the comet of 1680 whirled round the sun at the instant of its perihelion passage. This was such that if continued it would have carried it ten times round the sun in one day. The present comet would have gone five times round the sun in the same time. In fact, it went half round in four hours, from two hours before to two hours after its perihelion passage. The elements of the present comet require nice observations for their determination. In fact, the comet, though only twenty-seven days past its perihelion, has one hundred and sixty-nine degrees of anomaly in its parabolic orbit. This anomaly is far greater than that at which all comets except that of 1680, have disappeared from view. Indeed, so unexpected is the circumstance of a comet's being seen at this anomalies, that Burckhardt extended his table of anomalys of comets only to 164 degrees, in consequence of which Professor Kendall and myself had to compute a new table for our own use for the occasion. Some idea of this remarkable peculiarity may be formed by considering that a comet having an average perihelion distance, (the mean distance of the earth, for instance,) would be a whole century in arriving at that point of its orbit to which the comet of 1843 has passed in less than a month. This circumstance accounts for the bad success of the first attempt to determine the elements from only approximate estimates of the comet's place—a method which, with ordinary comets, usually affords satisfactory information of the general character of the orbit.

I will here indulge in a remark concerning the importance of good observations of this comet. Having passed far beyond that point of its orbit at which the difference between the parabolic and the elliptic orbit begins to be sensible, it will afford to astronomers an opportunity not enjoyed since Newton's time, of further extending by actual observations our knowledge of the motions of these bodies in the extreme parts of their orbit. The twenty or thirty observatories in Europe and Asia will doubtless be closely engaged on the subject. America will make but a small contribution to the mass of science respecting the third great, and perhaps most remarkable comet of this century. As far as I am informed, and I mention it with much regret, the only astronomical establishment in the United States capable of furnishing observations of any value by the side of the European, are the High School observatory of this city, and the Hudson observatory, under Professor Loomis, in Ohio. The first instalments for instruments superior to ours in capacity have been forwarded to Munich for a national establishment at Washington, and a subscription observatory at Cincinnati. The corporation of Harvard have for many years been talking on the subject.

I will further take occasion to express a hope that our praiseworthy controllers will soon find means to mount their excellent transit instrument, and not suffer the few observations that Americans can make of this remakable comet to be lessened in their value for want of a suitable instrument to determine the places of the stars with which it is compared.

In compliance with the request of several astronomers, Professor Kendall is engaged with the pupils

of the first class of the High School in computing an ephemeris from the new elements, which it is hoped will serve to point out the place of the comet after it has disappeared to the naked eye.

Yours, truly, SEARS C. WALKER.

From the Philadelphia Inquirer.

We are indebted to Messrs. WALKER and KENDALL, of the High School, for the following notice of the great Comet that has just disappeared from unassisted vision:

We have availed ourselves of very careful measures of the 19th and 26th of March and 2d of April, to compute a set of elements, as follows:

Perihelion passage, Feb. 27.240348 m. t. Phila.
Ascending node, 1° 16′ 21.4″ ap't Eqx. Mar. 26.
Inclination, - - 35 40 51.8
Lon. perihelion, 276 59 32.5
Perihelion distance, 0.00818296
Motion *retrograde*.

The following ephemeris computed from these elements gives the comet's true place in right ascension and declination for Greenwich mean midnight, or for forty-two seconds before seven o'clock in the evening at Philadelphia:

At midnight, Greenwich. 1843.	Comet's right ascension.				Comet's declination.			
	deg.	m.	s.		deg.	m.	s.	
March 18 - -	42	21	36	South	9	45	16	
" 20 - -	46	5	56	"	9	10	44	
" 22 - -	49	25	22	"	8	36	47	
" 24 - -	52	25	4	"	8	4	12	
" 26 - -	55	7	56	"	7	32	37	
" 28 - -	57	36	18	"	7	4	2	
" 30 - -	59	51	48	"	6	37	9	
April 1 - -	61	56	50	"	6	11	49	
" 3 - -	63	52	24	"	5	47	49	
" 5 - -	65	40	24	"	5	24	56	
" 7 - -	67	20	46	"	5	4	16	
" 11 - -	70	22	9	"	4	28	55	
" 15 - -	73	1	58	"	3	50	4	
" 19 - -	75	32	25	"	3	28	38	
" 23 - -	77	47	30	"	3	4	17	
" 27 - -	79	51	40	"	2	41	31	

The comet's distances in parts of the earth's mean distance are:

At midnight, Greenwich. 1843.	From the sun.	From the earth.
March 18 - -	0.77662	1.02913
" 20 - -	0.83064	1.07806
" 22 - -	0.88298	1.13013
" 24 - -	0.93379	1.18400
" 26 - -	0.98326	1.24217
" 28 - -	1.03154	1.29581
" 30 - -	1.07878	1.35276
April 1 - -	1.12489	1.40965
" 3 - -	1.17012	1.46848
" 5 - -	1.21454	1.52736
" 7 - -	1.25820	1.58591
" 11 - -	1.34323	1.70122
" 15 - -	1.42570	1.81954
" 19 - -	1.50588	1.93348
" 23 - -	1.58406	2.04852
" 27 - -	1.66016	2.15983

After carefully reducing the measures of its place hitherto made at the High School Observatory, and correcting the places for parallax and abberration, they give the following corrections of the ephemeris computed from these elements, viz:

1843.	Correction of R. A.		Correction of declination.	
March 19 -	subtract	10″ - - -	south	4″
" 22 -	"	59 - - -	north	15
" 24 -	"	125 - - -	"	25
" 26 -	"	120 - - -	south	17
" 29 -	add	36 - - -	"	11
April 2 -	subtract	2 - - -	"	2

The comet has nearly disappeared to unassisted vision; its nebula is much diminished in size and brilliancy in the telescope. It is believed that this ephemeris will serve as a guide to astronomers to find the comet during the greater part of April. Its place, while visible, will be carefully measured with the Controller's instruments. In taking leave of the subject for the present, we avail ourselves of the opportunity to return thanks to many kind friends who have aided us in the extraordinary labors of making the observations and computations. Among them we will mention Messrs. Patterson, Bache, Saxton, Hill, and others; in particular, we would mention the very kind visit of Professor Anderson, of Columbia College, New York, who, in the absence of any good instruments in that city, came on to the High School Observatory, and contributed his powerful aid in the operations and calculations. We congratulate Professor Pierce, of Harvard College, on his extraordinary success in deducing the approximate elements of the comet from the use of the very imperfect instruments at Cambridge, and we heartily wish that Professor Pierce and Professor Anderson were better provided with means suitable to their zeal.

The two branches of the comet's orbit approach so near to each other that the observations on the above days may be very well represented by a *direct* motion in one branch, or a *retrograde* motion in the other. In fact, it appears from the Ohio Observer of March 30, that the first essay of the very able astronomer, Professor Loomis, gave him a direct orbit. Still, recent observations require a *retrograde* orbit as above, somewhat resembling that which Professor Pierce, of Harvard College, has obtained from the observations of Mr. Clark, of Portland, and of Mr. Bond and himself at Cambridge.

The observations at the High School Observatory on the 19th, and since, may be represented much more closely than by the above elements, by supposing a period of the comet's orbit of one hundred and fifty-three and one-third years, in which case it would have appeared in December, 1689, at which time one actually appeared with elements more nearly resembling this than any other comet on the list. The following were the elements of the comet of 1689, as computed by Pingré:

Perihelion passage (1689) December, 1d. 15h. 5m. m. t. Paris.
Ascending node, - - - 323° 45′ 20″
Inclination, - - - - 69 17 0
Longitude of the perihelion, - 263 44 45
Perihelion distance, - - - 0.016 889
Motion *retrograde*.

These elements agree quite well with Professor Pierce's and ours, except the inclination. The observations used by Pingré are pronounced to be good by Olbers, and he expresses confidence in the elements of Pingré. Still, the imperfection of instruments and

catalogues of stars in 1689 may have caused such imperfection of the observations as to lead Pingré to an inclination of 69 degrees, instead of 39 degrees or 36 degrees, as found at present. When we consider that the inclination found by Professor Pierce and ourselves is derived from an orbital motion of the comet of less than *two degrees*, it is manifest that the position of the plane of the orbit, or, in other words, the inclination, must be quite uncertain.

The same difficulty must have occurred in 1689, under more unfavorable circumstances. It is therefore quite likely that a modification of the elements of this comet not greater than those of Halley's comet in its successive periods would represent the observations used by Pingré, as well as his own elements, or at least within such limits as those to which the errors were liable.

There is therefore some probability that the comets of 1689 and 1843 *are the same;* in which case our successors may expect its return towards the close of the twentieth century, or in 1996.

One further conjecture may be made. A period of 77.3 years would give for the date of its appearance seven revolutions since the year 1301, at which time a comet appeared whose elements have been computed by Pingré as follows:

Perihelion passage, - - -	1301 Oct. 22.
Ascending node, - - - -	15 degrees.
Inclination, - - - - -	70
Longitude of perihelion, - -	270
Perihelion distance, - - -	0.457

Motion *retrograde.*

These have some slight resemblance to those of 1689 and 1843, and may possibly be the same, in which case the comet would return in 1920. This is, however, a vague conjecture.

SEARS C. WALKER,
E. OTIS KENDALL.

NATURAL PHENOMENA.

A letter from an officer in the U. S. army, dated at Fort Leavenworth, Missouri, March 20, states, that on the 14th of February, at 3 A. M., "the moon, which had been obscured by a cloud for some hours, burst forth of a deep blood-red color, with a black cross of equal proportions over the face, extending beyond the rim, while on the two sides small pieces of rainbow were visible. After continuing in this way for about an hour, the color of the moon changed to its ordinary hue, and the cross became a silvery white, with the edges extending beyond the rim, and touching the rainbows. It continued so for half an hour, and heavy clouds then intervening obscured the moon, which set unseen. This phenomenon was seen by the hospital attendants, who were up at that hour, some of them very intelligent men, by the guard and sentinels on post and by several citizens of Weston, a little town five miles off. The next morning the sun rose, accompanied by two sun-dogs, as they are commonly called, nearly equal in brilliancy to the sun, and resembling two other suns. This latter scene was witnessed by numbers. In addition, for about two weeks past, every night at seven to eight o'clock, a bright streak of light has appeared in the heavens, coming from the west, and bearing about E. S. E., and resembling very much what is believed to be the tail of a comet. I have thought it my duty to state these things, even at the expense of being discredited, in the hope of eliciting a comparison of observations elsewhere."

Although the phenomenon of the apparent cross on the moon can no doubt be explained from natural causes, yet it will probably be seized upon by some persons as confirmatory of the prophecy of Mr. Miller, and be viewed by others with superstitious dread. —*Philadelphia Inquirer.*

—

Meteor at Savannah.—A meteor of great size and intense brightness, passed over this city yesterday morning, March 27, between three and four o'clock. It came from the south and travelled northward with prodigious velocity, perfectly illuminating every part of the city during the time of its transit. One of the watchmen describes its size as being equal to that of a hogshead, though any estimate of it must be considered as very uncertain. The night was very dark, when the ærolite passed over.—*Repub.*

—

Darkness at New Orleans.—About five minutes before twelve o'clock, yesterday, March 21, it clouded up so suddenly and densely, that, for a few moments and after meridian we could not see to read without a candle. Just at that time we believe, the sun crossed the equator. The transition from darkness to light again was as sudden as that from light to darkness. The over loaded clouds relieved themselves by a torrent of rain, so as to admit of sufficient light for us to go on with our vocation.—*Bee.*

ROBINSON'S STEERING APPARATUS.

In our second number, when speaking of the new steering apparatus invented by Mr. Cochrane, and of that used on several English vessels, the invention of Mr. Rapson, we mentioned, also, that "among the models of numerous inventions and improvements in the Patent Office somewhat similar to the above, that of Mr. Robinson, of Boston, patented in September, 1842, was particularly worthy of notice." The following gratifying testimonial to the practical utility of this invention, from R. B. Forbes, one of the owners of the ship Paul Jones, we find in a late number of the Boston Mercantile Journal:

"Boston, *April* 1, 1843.

"Dear Sirs: I am happy to inform you that Captain Palmer, of the Paul Jones, speaks in the highest terms of your patent steering apparatus. He says: 'Mr. Robinson's steering apparatus has worked to a charm. The night we had the gale we could not have steered the ship with any other machine. It blew a hurricane, and in order to save our sails we were obliged to brace our yards by; and any other ship with the old gear, and so much canvass on the mainmast, braced sharp, would have come to the wind in spite of all exertions to the contrary. There was no surging or flying of the wheel with us; the smallest boy in her could have steered her; and I have the most perfect confidence in the machine. If I should find on further trial any defect in it, I will inform you.' Yours, &c., R. B. FORBES."

"Messrs. G. W. Robinson & Co."

Dr. EARLE'S PROCESS FOR PRESERVING TIMBER AND CORDAGE.

[CIRCULAR.]

PHILADELPHIA, *February* 22, 1843.

SIR: The following documents and testimonials explain themselves, and, it is presumed, cannot be read without producing a strong conviction of the value and importance of the "process" to which they relate. I have the honor of communicating them for your information, and am, very respectfully, your obedient servant,

EDW. EARLE.

COL. TALCOTT TO THE SECRETARY OF WAR.

ORDNANCE OFFICE, WASHINGTON,
January 12, 1843.

SIR: I have to acknowledge the receipt of a letter from the Hon. R. H. Bayard, of the United States Senate, requesting to be informed of "the results of any experiments that may have been made under the auspices of the Department, in relation to Dr. Edward Earle's method of preserving timber and cordage; together with the opinion of the Department or of any of its officers as to its practical value,"—the same being referred to this office for a report.

The great cost of gun-carriages, and the difficulty of obtaining suitable timber for their construction, induced this office, early in 1840, to consider whether the interests of the service could not be promoted by the adoption of measures to prevent their decay. "Kyanizing" and "Dr. Earle's process" were both duly considered, and the great expense of the former led to the use of the latter by authority of the Secretary of War. Since the summer of 1840, about 70.000 cubic feet of timber have been cured at the Watervliet Arsenal, the greater part of which is deposited in store for future use. The exact cost of the operation cannot be stated; but it is believed to be about* —— cents per cubic foot, and one and a half cents for the use of the patent right.

Sufficient time has not yet elapsed to prove the value of the process by the trials of gun-carriages in service; but, during the period of operations, the person charged with supervising the curing of timber (Mr. R. M. Bouton) has made some experiments, which are set forth in a printed paper published by Dr. Earle, which is hereto appended.

Mr. Bouton is a man possessed of much more science than is usually found in such a first rate practical mechanic, and full reliance may be placed in his statements.

Upon a careful examination of the subject, which its importance to this office, in a pecuniary view at least, seemed to demand, I have formed the opinion:

1st. That the impregnation of timber with the sulphates of iron and copper may be effected by its immersion in a proper solution of those minerals at a moderate heat, and with timber of any size or length.

2d. That timber thus cured will be in a great measure incorruptible, free from the attacks of worms, and from dry rot.

3d. That its strength is not reduced, and its toughness or fibrous texture is improved.

4th. That the cheapness of the process, united to its beneficial effects, promises a great reduction in the expenditures for such objects as are susceptible to its use, among which canvass and cordage seem to occupy a prominent place.

And, finally, that this process will furnish the desideratum for the preservation of many things to which it is applicable, and should be patronized by the Government.

I have the honor to be, sir, very respectfully, your obedient servant,

G. TALCOTT,
Lt. Col. Ordnance.

Hon. J. C. SPENCER, *Secretary of War.*

* The *cost* is here omitted because the several items constituting it could not be separately ascertained. According to Mr. Bouton's report, however, it does not exceed three and a third cents per cubic foot, and this may be confidently affirmed very much to exceed what is necessary, when the operation is advantageously conducted.

ENDORSEMENT BY THE SEC'Y OF THE NAVY

NAVY DEPARTMENT,
January 17*th*, 1843.

I unhesitatingly express my full concurrence in the opinion and recommendation of Col. Talcott within given. I have no doubt that Dr. Earle's process might be advantageously applied to a great variety of materials used in the naval service, and that the saving to the country would be incalculably greater than the cost. I therefore strongly recommend the adoption of Dr. Earle's process upon such terms as may be considered fair and just between him and the country.

A. P. UPSHUR.

LIEUTENANT TAYLOR TO CAPTAIN KENNON.

NAVY YARD, WASHINGTON,
January 5, 1843.

SIR: Agreeably to your order of to-day, I have tested the relative strength of the two pieces of rope received from Dr. Earle, being, according to his representation, different portions of the same rope; one being prepared, according to his process, with the sulphates of iron and copper, the other unprepared; and find the result to be as follows:

The unprepared piece sustained a weight of only seventy-one pounds (average,) and the prepared that of one hundred and thirty-three pounds; making a difference of sixty-two pounds in their relative strength.*

Very respectfully, your obedient servant,

ALFRED TAYLOR, *Lieut.*

Capt. B. KENNON, *Com'dt.*

Dr. Earle may make any use of this paper he chooses.

B. KENNON, *Captain,*
Washington Navy Yard.

PRESIDENT OF B. & S. RAILROAD COMPANY TO GENERAL SMITH.

OFFICE OF THE BALTIMORE & SUSQUEHANNA RAILROAD COMPANY, *February* 6, 1843.

DEAR SIR: Having been absent from the city, I did not receive your favor of the 3d inst. until Saturday.

* The strength being tried by applying the strain to each individual yarn.

It gives me pleasure, now, to state the substance of the reports made to me by the superintendent, and by the machinist of the company; the statements of whom may be relied on with confidence. I only regret that the shortness of the period, during which we have been making use of Dr. Earle's process, does not enable us to speak with as much certainty of its effect in preserving timber as I could desire.

1. We commenced the use of Dr. Earle's plan on the 3d of April last.

2. The largest piece of timber to which his process has been applied, was one of yellow pine, twenty-five feet long and thirteen by ten inches in width and thickness. This was used for a turn-table, and, in framing, it became necessary to notch each piece half way through, near the centre. It appeared to be well saturated with the solution, judging from the deposite of copper on the tools, and from the wetness of the wood, which had been seasoned before being placed in the vat.

About seven months since, the superintendent took two stakes made of a piece of white pine board, one inch thick. One of these he placed in the vat with some timber preparing for the road. They were subsequently both stuck in wet earth. The stake that was *earleized* is now perfectly sound; the other evidently decaying.

From these circumstances it may, I think, fairly be inferred, that Dr. Earle's process will have a considerable effect in preserving timber from decay; but we have not had sufficient experience to justify us in pronouncing our opinion as to the extent to which this effect will be produced. We are continuing to subject all the timber used in the repairs of our road to the treatment recommended by him.

With much respect, yours, very truly,

CHAS. HOWARD, *President.*

Gen. JOHN S. SMITH, *Washington.*

IMPROVEMENT IN CHAIN-CABLE IRON.—The incidents attending the recent disaster of the United States ship Saratoga, attest the value of the improvements which have recently been made in the quality of chain-cable iron. The Secretary of the Navy alluded to this subject in his last annual report; but it did not seem to make a suitable impression either on Congress or on the public at large. If the Saratoga had been furnished with the best of such cables as were made only a short time ago she must have gone ashore, and, in that event, *the destruction of the vessel and all on board would have been inevitable.* As it was, she rode out the gale in safety, and with only a trifling injury to her hull. The cables and anchors were made at the Washington navy-yard, and they are most creditable to the mechanical skill, as well as to the fidelity, of all concerned in that establishment. They have afforded a striking proof of what American workmen can accomplish with American material.

It is understood that the contrivance for applying thermotension to cables is nearly completed, and, when completed, the Washington navy-yard may challenge the competition of the world in the article of chain-cables.—*National Intelligencer.*

Communicated.

INFLUENCE OF THE BIBLE IN THE ARMY AND NAVY.

The interest evinced in the British service on this subject, and the decided testimony borne by many gallant officers of that army and navy to the efficiency and worth of pious men, prompts the wish that, as in other good works, so in this, we shall not be behind them, though we must, as a younger nation, come after them. The Naval and Military Bible Society, established in 1780, twenty-four years before the British and Foreign Bible Society, has secured the patronage and enlisted the warm commendation of the Duke of Wellington, Lords of the Admiralty, several cabinet ministers, beside many noblemen, admirals, and generals. In 1825 His Majesty directed that every soldier who could read should be furnished with a bible and prayer-book gratis, and that the chaplain-general should procure from the Naval and Military Bible Society and other sources, such number of bibles and prayer-books as may be required. These the society consented to supply at a specified reduced price, the Government to defray the remainder of the expense. It appears that between 1780 and 1842 there have been issued 382,260 copies.

The objects to whom the distribution of the scriptures extends, are sailors and soldiers in Her Majesty's service or in that of the honorable East India company, fishermen, and all mariners, whether connected with inland or general navigation.

It may teach us not to despise the day of small things to recur to the origin of this society. A considerable body of troops was assembled in Hyde Park in the year 1779, to preserve the peace of the Metropolis. An humble individual, who witnessed with pious concern the depraved habits of the soldiery, was led to hope that advantage might be taken of that eventful period to attempt a reform among the troops, by distributing to them the word of God. This idea was communicated to that eminent philanthrophist Mr. Thornton, who gave life and vigor to the plan, by a donation of £100, and continued the same annually. In the year 1780 the society was regularly organized, assuming at first the designation of the Bible Society, as at that time there existed no other institution for the express and sole purpose of distributing the holy scriptures.

The testimonies to the usefulness of its labors are abundant. "A General officer who had commanded Her Majesty's seventy-third regiment for three years in India, stated, that during that period he never had occasion to punish a single man; each soldier possessed his bible; and the regiment was not more conspicuous for gallantry in the field than distinguished for the sober steady conduct of the men in quarters."

"Pitcairn's Island also affords a most striking instance of the benefit resulting from the distribution of a single bible. The hardy mutineer, ready to imbrue his hands in blood, was turned from darkness to light, and from the power of Satan unto God, through a copy of the scriptures, which there is every reason to believe was furnished by this society to His Majesty's ship Bounty, and which was providentially saved from the wreck."

The following from Captain Sir Edward Parry, is emphatic:

"On the paramount, the overwhelming importance of religious instruction in general, it is not my intention to intrude any remarks: it is to the effects of such instruction on the minds and conduct of seamen in particular, that I wish to confine my observations. This I am the more anxious to do, because I know that there are many of my own profession, even among those who are disposed to treat religion and its obligations at least with respect, who yet consider any high attainments in it incompatible with the temporal duties of seamen; and it is principally with a view to combat so erroneous a notion that I now venture to offer my humble testimony.

"I have lately had the honor, and I may truly say the happiness, of commanding British seamen under circumstances requiring the utmost activity, implicit and immediate obedience, and the most rigid attention to discipline and good order; and I am sure that the maintenance of all these among us was, in a great measure, owing to the blessing of God upon our humble endeavors to improve the religious and moral character of our men. In the schools established on board our ships during the winter, religion was made the primary object; and the result was every way gratifying and satisfactory. It has convinced me, that true religion is so far from a hindrance to the arduous duties of that station in which it has pleased Providence to cast the seaman's lot, that, on the contrary, it will always incite him to their performance, from the highest and most powerful of motives; and I will venture to predict, that in proportion as this spring of action is more and more introduced among our sailors, they will become such as every Englishman would wish to see them. To this fact, at least, I can, on a small scale, bear the most decided testimony; and the friends of religion will feel a pleasure in having the fact announced, that the very best seamen on board the Hecla—such, I mean, as were always called upon in any cases of extraordinary emergency—were, without exception, those who had thought the most seriously on religious subjects: and that, if a still more scrupulous selection were to be made out of that number, the choice would fall, without hesitation, on two or three individuals possessing dispositions and sentiments eminently christian."

General Tolley: "If ever there was a time in which, more than another, we should be thankful to Divine Providence for awakening a spirit of piety in our soldiers, that time may be said to be the present, when the voices of so many had been raised against the punishments it had been the practice to inflict in the service. It became imperative on those who are desirous of relaxing the military code to use their best exertions for promoting the force of moral and religious principles. It would be a most dangerous course to abolish the present system of military discipline, without first imparting to the soldier that knowledge which would enable him to preserve moral discipline from moral motives. * * * * Whenever pains had been taken to improve our troops with a due sense of moral discipline, the result had corresponded to the exertions made."

He cited the case of the army under the great Marlborough, unrivalled in his day as a general and one of the most accomplished men and statesmen of his time. "His own example gave a particular life to his orders. His camps were like a quiet and well governed city, and perhaps much more mannerly. Cursing, swearing, and blustering were never heard amongst those who were reckoned good officers, and his army was, beyond contradiction, the best academy in the world to teach a young gentleman wit and breeding; a sot and a drunkard being what they scorned. The service of God, according to the order of the established church, was strictly enjoined by the Duke's special care. In all fixed camps, every morning and evening were prayers; and on Sundays were sermons, both in the field and in garrison. Before a battle the chaplains of the several regiments by his especial order performed divine service, and also after a victory obtained solemn thanksgiving was observed throughout the army."

The principal chaplain to the forces says: "I am convinced, by my experience of many years, that a careful and discriminate distribution of the holy scriptures has done much good, and been the means of awakening recollection and causing amendment of life."

Captain Vernon Harcourt, R. N., "expressed the belief, that if seamen had but fair opportunities of hearing the word of God, many fine specimens of christianity would be seen amongst them."

Captain Packenham, R. N., said: "Give the officers the bible, and in proportion as they read and imbibe its spirit will they make a proper and not a capricious use of an authority with which it is absolutely necessary to arm them. Give the soldiers and the sailors the bible, and the more they read and imbibe the principles, the less will there be of a necessity for any punishment, and the more easy and secure will be the discipline—the effect not of constraint and compulsion, but the sound produce of a salutary cause." N. S. H.

General Washington's opinion of profane swearing.—Extract from the orderly book of the army under command of Washington, dated at headquarters, in the city of New York, August 3, 1776: "The general is sorry to be informed that the foolish and wicked practice of profane cursing and swearing, a vice heretofore little known in an American army, is growing into fashion. He hopes the officers will, by example as well as influence, endeavor to check it; and that both they and the men will reflect, that we can have little hope of the blessing of Heaven on our arms, if we insult it by impiety and folly. Added to this, it is a vice so mean and low, without any temptation, that every man of sense and character detests and despises it."

We should justly ridicule a general, who, just before an action, should suddenly disarm his men, and, putting into the hands of all of them a bible, should order them to march against the enemy. But the officer who, from the bible, teaches his men the importance of discipline, and a proper use of their arms, merits our respect.

ACQUITTAL OF COMM'R MACKENZIE.

From the United States Gazette.

We give below the charges and specifications brought against Commander MACKENZIE, on account of the execution of the mutineers on board the U. S. brig Somers, and we add the finding of the Court Martial in all.

It will be observed that the result is an entire acquital on every specification, and that the President of the United States has approved of the action of the Court.

CHARGE I.—*Murder on the high seas on board of a United States vessel.*

Specification first alleges that Comm'r Mackenzie, then commanding the United States brig somers, did, on the 1st day of December, 1842, on the high seas, in latitude 17 deg. 34 min. 28 sec.. and longitude 57 deg. 57 min. 45 sec., without form of law, wilfully, deliberately, and with malice aforesaid thought, hang, and caused to be hanged, by the neck, at the yard-arm of the said brig, until he was dead, Philip Spencer, a midshipman, then serving on board, thereby violating the 21st article of the 1st session of the act of Congress, entitled "An act for the better government of the navy of the United States," approved April 23d, 1800.

Specification second alleges same thing in regard to Samuel Cromwell, boatswain's mate, and

Specification third, in relation to Elisha Small, seaman. The Court find the *first charge* not proven.

CHARGE II.—*Oppression.*

Under three specifications, the same as the others, except that they allege he did, without form of law, and without good and sufficient cause, oppressively kill, by hanging, &c., &c. The Court find the *second charge* not proven.

CHARGE III.—*Illegal Punishment.*

Three specifications as above, except that they charge that he did, of his own authority, and contrary to the act of Congress in such cases made and provided, kill, &c., &c. The *third charge* not proven.

CHARGE IV.—*Conduct unbecoming an officer.*

Specification—In that he used taunting and insulting language to Spencer at the moment of his execution.

The *fourth charge* being waived by the Judge Advocate, and no testimony or evidence being offered to sustain it, the Court took no action upon it.

CHARGE V.—*Cruelty and Oppression.*

Specification—In that he habitually inflicted cruel and unnecessary punishment upon his crew.

The specification of the *fifth charge* being deemed by the Judge Advocate too vague, was waived by him. No one having complained to the Department of specific ill treatment, it could not be made more specific, as the Department had no particular information. The Court therefore took no action.

As far as evidence was offered under the fifth charge, the Court do find no proof of mistreatment of the crew of the Somers generally by Commander MACKENZIE, nor of individual maltreatment, and therefore find it not proved.

The Court do therefore ACQUIT Commander ALEXANDER S. MACKENZIE of the charges and specifications preferred against him by the Secretary of the Navy.

HYDROGRAPHICAL OFFICE.

WEATHER JOURNAL FOR THE WEEK ENDING SATURDAY, APRIL 1, 1843.

Days.		Barometer.	Thermometers. Attach.	Sun.	Rad.	Shade.	W. Bulb.	Dew Pt.	Weather.	Portion cloudy.	Winds.	Force.	Rain, inches.
Monday, 27th,	3 A. M.	30.430	57°	—	—	—	—	15°	Clear.	.00	Calm.	.00	
Do.	3 P. M.	30.232	62	—	—	28°	24°	28	Light rain.	.10	N. E.	.13	
Tuesday, 28th,	3 A. M.	29.522	61	—	—	36	34	36	"	.10	E. N. E.	Airs.	
Do.	3 P. M.	29.186	62	—	—	42	46	42	Nimbus.	.9	North.	.26	
Wednesday, 29th,	3 A. M.	29.742	63	—	—	51	38	18	Cumulus.	.2	N. W.	.26	
Do.	3 P. M.	30.118	65	74°	74°	35	31	35	Cir. cum.	.7	"	.26	
Thursday, 30th,	3 A. M.	30.180	65	—	—	50	42	35	Clear.	.00	Calm.	.00	
Do.	3 P. M.	30.230	64	74	74	32	30	26	Cir. cum.	.8	"	.00	
Friday, 31st,	3 A. M.	30.216	63	—	—	59	56	38	Cumulus.	.10	"	.00	
Do.	3 P. M.	30.058	66	—	—	42	39	36	Rain.	.10	N. E.	Airs.	
Saturday, 1st,	3 A. M.	29.801	66	—	—	53	48	48	Nimbus.	.10	N. W.	.36	
Do.	3 P. M.	29.952	56	—	—	40	37	35	Cum. strat.	.5	"	.36	
						43	36	18				.89	0.815

Maximum variation of the needle, April 29th, at 2 h. 30′ P. M., 1° 40′ 48″ 7.
Minimum, " 1st, at 10 A. M., 1° 26′ 9″ 7.
Mean variation for the week, - - - - - 1° 31′ 13″ 3.

HYDROGRAPHICAL OFFICE.

WEATHER JOURNAL FOR THE WEEK ENDING SATURDAY, APRIL 8, 1843.

Days.		Barometer.	Thermometers. Attach.	Sun.	Rad.	Shade.	W. Bulb.	Dew Pt.	Weather.	Portion cloudy.	Wind.	Force.	Rain, inches.
Monday, 3d,	3 A. M.	30.302	60°	—	—	—	—	26°	Cumulus.	.10	Calm.	Calm	
Do.	3 P. M.	30.326	66	—	—	—	—	27	Cir. strat.	.10	South.	.07	
Tuesday, 4th,	3 A. M.	30.292	63	—	—	36	33	31	Lt. snow.	.10	East.	Airs.	0.35
Do.	3 P. M.	30.242	63	—	—	40	36	32	Rain.	.10	N. E.	"	0.15
Wednesday, 5th,	3 A. M.	30.184	61	—	—	34	30	26	Drizzle.	.10	N. NE.	.13	
Do.	3 P. M.	30.044	63	62°	63°	51	50	42	Cumulus.	.10	N. E.	Airs.	
Thursday, 6th,	3 A. M.	30.028	65	—	—	36	38	35	"	.6	Calm.	Calm.	
Do.	3 P. M.	29.986	65	—	—	53	51	36	"	.5	N. W.	.26	
Friday, 7th,	3 A. M.	30.130	63	—	—	39	37	32	Clear.	.00	West.	Airs.	
Do.	3 P. M	30.106	63	—	—	58	56	35	Cir. strat.	.3	N. W.	.30	
Saturday, 8th,	3 A. M.	29.936	65	—	—	41	37	32	Stratus.	.10	Calm.	Calm.	
Do.	3 P. M.	29.816	64	—	—	65	66	40	Cumulus.	.10	S.S.W.	.13	

Maximum variation of the needle, April 4, at 20 h., Gottingen time, 1° 40′ 24″ 25.
Minimum, " 7, at 2 h., " 1° 08′ 13″ 75.
Mean variation for the week, - - - - - 1° 30′ 33″ 52.

WASHINGTON.

THURSDAY, APRIL 13, 1843.

THE POLICE OF THE SEAS.

By the statue 8 Geo. I. c. 24, the forcibly boarding any merchant vessel, though without seizing or carrying her off, and destroying or throwing any of the goods overboard, shall be deemed piracy; though such act, if committed on land, would amount only to felony. And in this country, the freedom of the seas and the perfect right of peaceful traders on that common highway, have been so jealously considered and carefully guarded, that the right has been given to American cruisers to interrupt only those of our traders that are engaged in the African slave trade, or in the carrying away of live oak from the public lands, or in violating the laws of the land in certain cases made and provided. The police officer on shore, with a search-warrant in his hand, may enter a house, and, if need be, break open or force every lock and door within. And though the object of his search may not be discovered, nor his suspicions confirmed, he has committed no wrong, lawful injury, nor tresspass; the real injury done to the premises may be never so great, yet no action will lie against him. The law gives him the right to enter, force, and break, and he is not amenable for any wrong that may result from the exercise of this right. It is a perfect right.

Not so with the man-of-war that molests the merchantman upon the high seas. The law gives to the public cruiser the right to interrupt pirates, and those traders only which are violating certain enactments; and it holds her commander bound to know beforehand that the vessels about to be seized by him are the offenders he takes them to be; for he has no right to search, or to visit, or to interrupt them in any manner whatever, to ascertain whether they be offenders or not. If the vessel captured by him, and sent in for adjudication as slaver or pirate, be not condemned as such, an action for the damages sustained by the owners thereof, will lie against the captor. The grounds of his suspicion may have been never so reasonable; but that *perfection of reason*, called the law, recognises in him no right to suspect, but holds him bound to know.* One of the strongest cases in illustration of this principle, is afforded by the Panchita, we think it was, a notorious pirate captured in the West Indies some twenty years ago or more, by one of our armed cruisers, and sent in for adjudication. On the trial, there was no proof that the vessel herself had committed acts of piracy, though the evidence was abundant and conclusive that her boats had been engaged in piratical expeditions; and the vessel was suffered to go quit. Suit, in one of our courts of law, was then brought for damages by the Panchita against the commander of the American cruiser, and judgment obtained against him for a large sum, for something like $30,000, if we recollect aright.

There is no such thing known to American law as the right even of our own men-of-war to search our merchantmen; and in the term *search*, we include also the new-fangled doctrine of *visitation*. The conferring of a right necessarily enjoins a duty, and implies an obligation upon all, peaceably and quietly to submit to the acts of him who exercises it; for the operations of a lawful right can do no lawful hurt, nor injury to any one. Thus, in the case already supposed of the police officer with a search-warrant, the owner of the house has no redress for any injury that may be done by breaking open doors, &c., under the right to search. But is it so with the trader against the man-of-war? Suppose that a vessel of the African squadron has reason for believing that a trader with which she may chance to meet in those seas under the American flag, is a slaver; that she is "brought to" to be searched; and that, while the hatches are off, (which have been broken open by the cruiser to search,) she ships a sea, which, going down the open hatchways, wets and injures the cargo; or suppose the trader, which, after search, proves to be a vessel of good intent, sustains any other injury whatever in consequence of being so overhauled—is there any lawyer in the country who, if consulted, would not at once give it as his opinion, that action for damages would lie against the commander of such man-of-war, and that if suit were brought against him in one of our courts of law, judgment would be rendered against him to the full amount of the injury sustained?

Indeed, the decisions of the Supreme Court, in more cases than one, go to show, that there is no such thing as the right of visitation or search on the part of revenue cutters and men-of-war, towards either foreign or American traders, either on the high seas or within the marine league of our shores. If the armed cruiser has the right to visit and search, she has necessarily the right to compel, by force, if necessary, the trader to submit to the visitation. Suppose a merchantman pursued by a man-of-war along our coasts, should refuse to heave to, and the man-of-war were to fire into her and kill one or more of her crew, would he not be indicted for murder? He would be painfully reminded that it is a general maxim of the law, *sic utere tuo, ut non alienum lædas.* In the case already cited, the Supreme Court took the ground, that no ship is bound to lie by, or wait the approach of another; and repeated its decision already given in the case of the *Antelope:* that the right of visitation and search of vessels, armed or unarmed, navigating the ocean in time of peace, does not belong to the public ships of any nation. It had been held in the courts of the United States, that American ships offending against American laws, and foreign ships in like manner offending within American jurisdiction, might be pursued and seized upon the ocean, and rightfully brought back for adjudication. This, argued the Supreme Court, had never been supposed to draw after it, any *right of visitation and search.* The party, in such cases, seized at his peril; if he established the forfeiture, he was justified; if he failed, he must make full compensation. We are not speaking of the right of search as a belligerent right.

Seeing, therefore, that this country has not thought

* See opinion of the Supreme Court of the U. S. in the case of the Mariana Flora—11 Wheaton.

it safe to confer upon its own cruisers any right whatever to search, to visit, or even to "bring to" its merchantmen in times of peace, with what propriety could it trust the officers and cruisers of a foreign government with any such right? If the right to visit American vessels in the "suspicious latitudes" were given to English or any other cruisers, the right would necessarily carry with it an obligation upon the merchantman to submit to be visited, and the authority to use force, on the other hand, if necessary. Thus, an American vessel, swift of heel, seeking to escape molestation on the high seas, might be fired into, and American citizens killed in time of peace, without recourse. But there is no need of extreme cases. Supposing this right of search, or visitation, or whatever else it be called, had been conceded to Great Britain, what were the circumstances under which the right was to be exercised by her cruisers? She had girded the earth round about with a zone, which extended from Charleston, South Carolina, on the north, away to the remotest extremity of this continent on the south. In this region were included the commercial paths of the ocean; and these, it was said by Lord Aberdeen, were to be the "suspicious latitudes." With the right given to British cruisers to *visit* American vessels within these latitudes, let us suppose the case of the "*Mary*," to be re-enacted. The "*Mary*" was owned in Philadelphia, and was captured by His Britannic Majesty's ship "*Forrester*," in 1839, under such circumstances that the American minister in London was instructed not only to claim indemnity, but to ask for the punishment of the captors, on the ground that their treatment of the vessel and crew more became pirates than the officers of an enlightened and Christian nation. Though the judges of the court to which the "*Mary*" was sent, refused to allow her to be so much as libelled, Lord Palmerston replied to the American minister, that the grounds of *suspicion* against this vessel were such as not only to justify the conduct of the British officers, but to preclude all just claims to indemnity. As we have said, suppose the right of search had been granted, and that in the exercise of it, some honest Philadelphia merchantman had met with the treatment of the "Mary," and had the voyage broken up with heavy losses—who would pay the damages? The English Government would not; for the grounds of suspicion, in the opinion of ministers, justified the officers. In such a case, what recourse would be left to the American owners? They could not look to a foreign Government, and would not their own be bound to make good their losses? It is needless to pursue the subject farther. Were the owners in such a case, allowed to appear against the United States, before the Supreme Court, we will not undertake to say, what opinion would be expressed, by that high tribunal as to the granting away, by treaty, to aliens, the right to search American vessels, and to destroy American property.

The only lawful authority which the public armed cruiser has to interfere with private traders on the high seas, and in the proper exercise of which she can do no wrong, extends only to the right of compelling all such, except perhaps those under convoy, to show their colors. Should they pertinaciously refuse to display the insignia of their nationality at the bidding of the man-of-war, the latter may fire at, bring to, visit and search, all such vessels, in order to ascertain whether they be honest and lawful traders or no, and to what nation they belong. In such a case, visit and search is no trespass, even though the vessel so visited should prove to be a lawful trader; for though the voyage should be broken, and heavy losses sustained in consequence of this act, the man-of-war is in no wise responsible therefor. This right or authority is possessed by every man-of-war over all vessels of whatever nation, refusing to show colors, which are the regularly authorized passports of the ocean, the acknowledged credentials, and the lawful *prima facie* evidence of true nationality. If, on account of any suspicions whatever, the commander of the armed cruiser, ever ventures to look behind these insignia, he does it at his peril. If his suspicions prove good and sufficient, and be so *adjudged in a court of law*, he is justified by the *consequences*, and will be entitled to go quit. But, if he cannot establish forfeiture, he is responsible to the utmost farthing for the damages sustained.

Seeing, therefore, that the "POLICE OF THE SEAS" is regulated in law upon such principles, and that our own cruisers have no right under the sun to interfere in any manner whatever with American merchantmen in their lawful pursuits, we are surprised that there should be found in this country any one so unmindful of the safety and welfare of those of his fellow-citizens who "do business upon the great waters," as to be in favor of delegating to the officers of a foreign and rival nation, control and authority over our citizens and their ships, with which this Government dares not trust its own officers.

We commend to the careful perusal of our readers the following extract of a letter from an officer at Fort Gibson. There is more of sound sense in it than may appear at first glance:

"Many of my friends are anxious to become subscribers to the Army and Navy Chronicle and Scientific Repository, but they wish to see the paper fairly under way, and feel satisfied that it will be punctually issued and contain interesting matter, before making remittances. *If all were to hold back, the work could not of course be sustained;* hence, I have taken considerable interest in your behalf, and have obtained ten subscribers. Enclosed you will find a Treasury note for fifty dollars."

THE SECRETARY OF THE NAVY has appointed Professor WALTER R. JOHNSON, of Philadelphia, Dr. THOMAS P. JONES, of Washington, and Mr. CHARLES REEDER, of Baltimore, a Board of Examiners, to make experimental trials of inventions and plans designed to prevent the explosion of steam boilers and collapsing of flues.

The board will meet at the navy-yard, Washington, to-morrow, Friday, the 14th instant.

Commodore J. B. NICHOLSON and Commander W. RAMSAY arrived at Norfolk Thursday, 6th instant, in the steamer Herald from Baltimore.

Laws of the Last Session.

AN ACT making appropriations for the support of the Army and of the Military Academy, and for armories, arsenals, arms, and munitions of war, and surveys, for the half calendar year ending the thirtieth day of June, one thousand eight hundred and forty-three, and for the fiscal year beginning the first day of July, one thousand eight hundred and forty-three, and ending the thirtieth day of June, one thousand eight hundred and forty-four.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the following sums be, and the same hereby are, appropriated, to be paid out of any money in the Treasury not otherwise appropriated, for the support of the Army and of the Military Academy, and for armories, arsenals, arms, and munitions of war, and surveys, for the half calendar year, commencing on the first day of January, and ending the thirtieth day of June, one thousand eight hundred and forty-three, and for the fiscal year beginning the first day of July, one thousand eight hundred and forty-three, and ending the thirtieth day of June, one thousand eight hundred and forty-four.

For the pay of the army for the said half calendar year, two hundred and fifty-eight thousand seven hundred and thirty-seven dollars and ninety-two cents; and for said fiscal year, one million three hundred and thirteen thousand three hundred and seventy dollars.

For commutation of officers' subsistence for said half calendar year, one hundred and forty-nine thousand one hundred and seventy-three dollars and forty cents; and for said fiscal year four hundred and sixty-one thousand eight hundred and sixty-eight dollars.

For commutation of forage for officers' horses for said half calendar year, thirty-one thousand seven hundred and sixty dollars and fifty-six cents; and for said fiscal year, one hundred and one thousand and thirty-five dollars.

For payments in lieu of clothing for discharged soldiers and officers' servants, for said half calendar year, twenty-nine thousand four hundred and fifteen dollars; and for said fiscal year, fifty-eight thousand eight hundred and thirty dollars.

For subsistence in kind for said fiscal year, four hundred and ninety-five thousand four hundred and sixty-five dollars and sixty cents.

For clothing, camp and garrison equippage, for said fiscal year, one hundred thousand dollars.

For regular supplies in the Quartermaster's Department, for said half calendar year, thirty thousand dollars; and for said fiscal year, one hundred and ninety-five thousand dollars.

For barracks, quarters, and store-houses, embracing the repairs and enlargement of barracks, quarters, store-houses, and hospitals; the erection of temporary cantonments, and of gun-houses for the protection of cannon; the purchase of tools and materials and of furniture for the barrack rooms, rent of quarters for officers, of barracks for troops, where there are no public buildings for their accommodation, of store-houses for the safe keeping of subsistence, clothing, and other military supplies, and of grounds for summer cantonments and encampments for military practice, for said half calendar year, forty-five thousand dollars; and for said fiscal year, one hundred and five thousand dollars.

For arrearages for the completing quarters and barracks at Fort Severn, Maryland, nine thousand and twenty-nine dollars and fifty-three cents.

For the incidental expenses of the Quartermaster's Department, consisting of postage on public letters and packets, expenses of courts martial and courts of inquiry, including the additional compensation to judge advocates, members, and witnesses; extra pay to soldiers under the act of March second, eighteen hundred and nineteen; expenses of expresses and of the interment of non-commissioned officers and soldiers; hire of laborers; compensation of clerks in the offices of the quartermasters and assistant quartermasters at posts where their duties cannot be performed without such aid, and of temporary agents in charge of dismantled works; and to such wagon and forage-masters as it may be necessary to employ under the act of the fifth of July, eighteen hundred and thirty-eight; expenditures necessary to keep the regiments of dragoons and the four companies of light artillery complete, including the purchase of horses to supply the place of those which may be lost and become unfit for the service, and the erection of stables, for said fiscal year, one hundred and fifteen thousand dollars.

For transportation of officers' baggage, when travelling on duty without troops, for said fiscal year, fifty thousand dollars.

For transportation of troops and supplies, viz: transportation of the army and baggage, freight and ferriages, purchase or hire of horses, mules, oxen, carts, wagons, and boats, for purposes of transportation or garrison use; drayage and cartage; hire of teamsters; transportation of funds for the Pay Department; expense of transport vessels and of procuring water at such posts as from their situations require it: transportation of clothing from the depot at Philadelphia to the stations of the troops; of subsistence from the places of purchase and delivery, under contracts, to such points as the circumstances of the service may require; of ordnance, ordnance stores, and small arms, from the foundries and armories, to the arsenals, fortifications, and frontier posts, for said fiscal year, one hundred and seventy thousand dollars.

For the current expenses of ordnance service for the said fiscal year, eighty thousand dollars.

For armaments of fortifications, including compensation of a competent person to superintend the manufacture of cannon, for the said fiscal year, one hundred thousand dollars.

For ordnance and ordnance stores, for the said fiscal year, seventy-five thousand dollars.

For manufacture of arms at national armories, for the said fiscal year, three hundred thousand dollars.

For repairs, improvements, and new machinery at Springfield armory, for the said fiscal year, twenty-six thousand five hundred dollars.

For repairs, improvements, and new machinery at Harper's Ferry armory, for the said fiscal year, thirty thousand five hundred dollars.

For arsenals, for the said fiscal year, ninety thousand dollars.

For purchase of salpetre and brimstone, for the said fiscal year, forty thousand dollars.

For completing the principal buildings of the arsenal at Charleston, South Carolina, for the said fiscal year, thirty-two thousand dollars.

For expenses of preparing drawings of artillery, for the said fiscal year, one thousand two hundred dollars.

For surveys in reference to the military defences of the frontier, inland and Atlantic, for the said fiscal year, including a survey of the direct communi-

cation from Albemarle sound to the Atlantic ocean, with a view to re-open a ship channel, fifteen thousand dollars.

For military and geographical surveys west of the Mississippi, for the said half calendar year, five thousand dollars; and for the said fiscal year, fifteen thousand dollars.

For continuation of the surveys of the Northern and Northwestern lakes of the United States, for the said fiscal year, thirty thousand dollars.

For medical and hospital department, for said half calendar year, nine thousand five hundred dollars; and for the said fiscal year, twenty-five thousand dollars.

For continuing the meteorological observations at the military posts of the United States, under the direction of the Surgeon General, for the said fiscal year, two thousand dollars.

For the continuation of the improvements on the Missouri, Mississippi, Ohio, and Arkansas rivers, for said half year, fifty thousand dollars, and for said fiscal year one hundred thousand dollars.

Sec. 2. *And be it further enacted*, That the following sums be, and the same are hereby, appropriated, to be paid out of any money in the Treasury not otherwise appropriated, for the support of the Military Academy, for the half calendar year, and for the fiscal year aforesaid:

For pay of officers, instructros, cadets, and musicians, for said half calendar year, thirty thousand two hundred and thirty-two dollars; and for the said fiscal year, sixty thousand four hundred and sixty-four dollars: *Provided*, That hereafter, in all cases of appointment of cadets to the West Point Academy, the individual selected shall be an actual resident of the Congressional district of the State or Territory, or District of Columbia, from which the appointment purports to be made: *And provided further*, That the number of cadets by appointments hereafter to be made shall be limited to the number of the Representatives and Delegates in Congress, and one for the District of Columbia, and that each Congressional and Territorial district, and District of Columbia, shall be entitled to have one cadet at said academy: *Provided*, That nothing in this section shall prevent the appointment of an additional number of cadets, not exceeding ten, to be appointed at large, without being confined to a selection by Congressional districts.

For commutation of subsistence, for said half calendar year, nineteen thousand eight hundred and seventy-three dollars and eighty cents; and for the said fiscal year, forty thousand and seventy-seven dollars.

For commutation of forage for officers' horses, for said half calendar year, two thousand five hundred and ninety-two dollars; and for said fiscal year, five thousand one hundred and eighty-four dollars.

For commutation of clothing for officers' servants, for said half calendar year, two hundred and ten dollars; and for said fiscal year, four hundred and twenty dollars.

For the various current and ordinary expenses of the academy, other than pay and subsistence, for said half calendar year, eleven thousand eight hundred and five dollars and ten cents; and for said fiscal year, twenty-four thousand nine hundred and forty-one dollars and twenty cents: *Provided*, That hereafter there shall not be a board of visiters appointed to visit the West Point Academy unless otherwise ordered by Congress.

For increase and expense of library, for said half calendar year, six hundred and fifty dollars; and for said fiscal year, one thousand three hundred dollars.

For construction of barracks for cadets, for said fiscal year, thirty thousand dollars.

APPROVED, *March* 1, 1843.

NAVY.

April. ORDERS.

5—Passed Assist. Sur. E. J. Rutter, frigate Macedonian.
Assist. Sur. Joshua Huntington, frigate Macedonian.
Assist. Sur. A. J. Bowie, steamer Missouri.
Mid. Edw. Gordon, sloop Levant, Norfolk.
Mid. Tenant McLanahan, frigate Macedonian.
Master's Mate, Wm. H. Morse, receiving-ship, New York.
1st Assistant Engineer Hiram Sanford, detached from steamer Missouri.

6—Commander Joel Abbot, command of sloop Decatur.
Purser L. Warrington, jr., sloop Decatur.
Purser Arthur W. Upshur, brig Truxtun.
Mid. Wm. T. Burwell, sloop St. Louis.
1st Assist. Eng. Henry Hunt, steamer Missouri.
1st Assistant Engineer Danl. B. Martin, steamer Missouri.
2d Assist. Engineer Naylor C. Davis, steamer Missouri.
3d Assistant Engineer Wm. F. Mercier, steamer Missouri.

7—Lieut. A. B. Davis, receiving-ship, New York.
Lieut. J. T. McDonough, order to frigate Macedonian revoked on account of ill health.
Lieut. John J. Glasson, frigate Macedonian.
Lieut. Alexander Gibson, navy yard, New York.
Surgeon Geo. W. Codwise, rendezvous, Norfolk, *vice* Surgeon J. Cowdery, detached.
Mid. Wm. Reed Low, receiving-ship, New York.

8—Professor B. McGowan, detached from Vandalia.

10—Lieut. Wm. B. Whiting, frigate Macedonian.
Mid. Hunter Davidson, steamer Missouri.
Sailmaker Isaac D. Freeman, steamer Missouri.
Carpenter Christopher Jordan, steamer Missouri.
P. Mid. J. A. Doyle, detached from store-ship Lexington, on account of ill health.

11—Comm'r S. W. Downing, command of ship Fairfield, now in the Mediterranean, *vice* Bigelow, relieved with six months leave of absence.
Lieut. John Contee, sloop Decatur, Norfolk.
Boatswain Wm. Brady, order to sloop St. Louis revoked, and to resume his duties at the navy-yard, New York.

PROMOTIONS.

Lieut. John Pope, to be a commander, from the 15th Feb., 1843, *vice* Boerum, deceased.
P. Mid. Joseph H. Adams, to be a lieutenant, from the 15th Feb., 1853, *vice* Pope, promoted.

RESIGNATIONS.

6—Gunner James C. Davis.
Midshipman Gaspard De Buys.

Naval Intelligence.

Schooner *Wave* arrived at Charleston, Monday, April 3.

HOME SQUADRON.—Ship *Vandalia* sailed from New York, Sunday, 2d inst., and arrived at Norfolk, Wednesday, 5th inst., and anchored off the Naval Hospital. The following is a list of her officers:

Wm. J. McCluney, Esq., Comm'r; Harry Ingersoll, 1st Lieut.; Wm. S. Young, 2d do.; James M. Lockert, 3d do.; Henry Lewis, 4th do.; James C. Williamson, Master; Robert S. Moore, Purser; D. S. Green, Surgeon; Thomas M. Potter, Assistant Surgeon; B. McGowan, Prof. Mathematics; Midshipmen, Jos. E. De Haven, Alex. A. Semmes, John H. Johnson, Edmund Shepherd, Charles H. Baldwin, Francis G. Clark, Chas. P. McGary; John Owens, Gunner; Jas. P. Wood, Sailmaker; Moses Hall,

Acting Boatswain; Wm. D. Cobb, Captain's Clerk; Frederick A. Eaton, Purser's Steward.

Frigate *Independence*, Capt. Stringham, bearing the broad pennant of Commo. Stewart, arrived at St. Pierre, Martinique, on the 10th of March. She sailed from New York on the 8th of February. After cruising thirty days she made land; first, Marie Galante, Guadaloupe, Dominica, and thence to Martinique. She was to sail on the 15th for Pensacola, probably touching at Port au Prince. Officers and crew all well.

The U. S. brig *Dolphin* arrived at Pensacola 30th ult. The following is a list of her officers:

James D. Knight, Esq., Comm'r; Henry Darcantel, 1st Lieut.; Wm. Decatur Hurst, 2d Lieut.; Chris. Carlton Rice, Purser; Charles S. McDonough, Acting Master; J. S. Messersmith, Assistant Surgeon; Samuel Marcy, John G. Hopson, Milton Haxtun, Midshipmen; F. M. Callender, Captain's Clerk; D. G. Phipps, Master's Mate; George Drake, Purser's Clerk; F. Rusk, Gunner's Mate; J. Robinson, Boatswain's Mate; J. H. Lackland, Carpenter's Mate.

ARMY.

MOVEMENTS OF TROOPS.

The headquarters of the command in Florida have been removed from Palatka to St. Augustine. Companies A and H arrived at that place on the 29th ultimo, and took up quarters at St. Francis' barracks. Officers accompanying, Lieut. Col. CLARKE, Captain GWYNNE, Lieutenants LEE, LINCOLN, HANSON, and JORDAN.

Col. WORTH arrived on the 1st instant, accompanied by Brevet Lieut. Col. W. G. Belknap, 8th infantry; Captain G. G. Waggaman, Com. Sub.; Captain J. E. Johnson, A. A. Adj. Gen.; Captain J. P. Sprague, Aid-de-Camp; Lieut. J. E. Blake, Top. Eng.; Assist. Sur. W. H. Van Buren.

Company B, 3d artillery, with Captain VINTON, Lieutenants BRAGG and HAMMOND, left St. Augustine March 26.

ORDERS.

1ST ARTILLERY.—Lieut. I. S. K. Reeves to be relieved from duty at the Military Academy, after the June examination.

RIFLES.—Leave for four months granted to Capt. Lloyd J. Beall.

Fort *Marion*, at St. Augustine, has been transferred to the Engineer Department for repairs.

ARRIVALS AT WASHINGTON.

Mar.
22—Paymaster D. Randall, P. Hagner's.
25—Lieut. G. W. Wallace, 1st inf., Gadsby's.
30—Col. G. Bomford, ordnance, Kalorama.
April—
5—Lieut. J. D. Kurtz, corps engrs., Georgetown.
Lieut. C. F. Wooster, 4th art., Fuller's.
Lt. Col. R. E. De Russy, eng. corps, Fuller's.
Col. T. Cross, A. Q. M. Gen., Franklin row.
Surgeon C. A. Finlay, army, Fuller's.
11—Lt. Col. W. G. Belknap, 8th inf., Fuller's.

Marriages.

In Georgetown, D. C., on Tuesday evening last, by the Rev. Mr. BUTLER, Lieut. JOHN DANIEL KURTZ, of the U. S. Corps of Engineers, to JANE THOMPSON, youngest daughter of the late THOS. C. WRIGHT, Esq.

At Elizabethtown, N. J., on Thursday, the 6th instant, by the Rev. Dr. BEASLEY, Lieut. GEORGE W. WALLACE, U. S. Army, to LOUISA H., daughter of THOMAS SALTER, Esq., of the former place.

At the residence of Dr. SEWALL, in this city, on the 10th instant, by the Rev. JOHN DAVIS, Mr. JOSHUA FOLLANSBEE, Assistant Engineer, U. S. N., to Miss LOUISA SEWALL, all of this city.

Deaths.

At sea, on the 12th ultimo, of consumption, Lieut. R. Q. BUTLER, U. S A., a native of Virginia.

On Saturday, the 12th ultimo, in Allegany township, Westmoreland county, Pa., four revolutionary soldiers, viz; JOHN DELAP, aged 80; JOHN GALLAGHER, aged 104; ROBERT DODDS, aged 79; and JOHN JOHNSON, aged 103.

TREASURY DEPARTMENT,
Washington, March 17, 1843.

SEALED PROPOSALS will be received at this Department, until the 17th April next, for six Engines, Boilers, and Propellers, constructed upon the plan known as "Hunter's plan." Two of said Engines, Boilers, and Propellers to be delivered on Lake Erie, as designated by the Secretary of the Treasury, the others at such place or places on the sea coast as the Secretary may direct.

Also, two Engines, Boilers, and Propellers upon the plan known as "Ericsson's plan;" to be delivered at some place on the sea coast as the Secretary of the Treasury may direct. The engines, boilers and propellers to be made of the very best materials, to bear the *proof* and *inspection* of such person or persons as may be selected by the Secretary of the Treasury. The boilers to have not less than seven hundred [700] fire surface each, working pressure eighty [80] pounds to the square inch, proof two hundred and forty [240] pounds, six [6] eighteen [18] inch cylinders, with three [3] feet stroke. The whole to be delivered as directed, within five months from the time of receiving the drawings and plans for building. The proposals will state the price for which the Engines, Boilers, and Propellers will be delivered and put into complete operation. But as the application of the engines working to either of the said plans is a patent right, the proposals will also state the price asked, including the authority to use the patent right, and also the price exclusive of said authority.

J. C. SPENCER,
Secretary of the Treasury.

march 23—t17Ap

TREASURY DEPARTMENT,
Washington, March 16, 1843.

SEALED PROPOSALS will be received at this Department, until the 17th April next, for building the hulls of *one*, *two*, or *three* Iron Steamers, to be used as Revenue Cutters on the sea coast, of the following dimensions, say: "one hundred and forty (140) feet on deck, twenty-three (23) feet beam, and ten (10) feet hold. Model, drawings, and moulds for building to be furnished by the Department. It is expected that these boats will be built in reference to Hunter's or Ericsson's propellers. The iron used in construction must be American, and of the very best quality, and is to be painted with two good coats of red lead, one before the work is put up and the other after. The whole of said iron work shall be weighed after it is wrought and fitted to its appropriate place, and previous to its being finally put together. Payment will be made according to the nett weight per pound, including coal bunkers, water tanks, and galleys. The chain plates, bobstays, and all iron work necessary to the hull, spars, rigging, sails, and guns will be included in the proposal, and the price for such work will be separately stated; a spar deck of white pine 3 by 6 inches to be laid, secured from underneath with the wood screw bolts, caulked and planed; berth deck of ash or yellow pine 2½ by 6 inches, spiked and bolted to the berth deck beams; also, caulked and planed ceiling planks of white oak to the flooring heads 5 inches thick, thence yellow pine 4 inches thick to the lower deck clamp; all of which will be estimated by the square superficial feet.

The materials and weight used in the construction to be approved, and the work to be inspected by such officer as the Secretary of the Treasury may appoint, and the work to be done according to the direction of the superintendent.

The vessels to be completed within *six* months from the day of delivering the moulds and plans of building.

The workmanship to be inspected previous to delivery by two competent judges, one to be chosen by each of the parties of the contract, who, in the event of their disagreement, shall select a third, who are to determine whether the work has been executed in all respects according to the proposals and agreement.

J. C. SPENCER,
Secretary of the Treasury.

march 23—t17Ap

FOR SALE AT THIS OFFICE.

SYNOPSIS OF THE CRUISE OF THE EXPLORING EXPEDITION, by its Commander, Lt. Charles Wilkes, with a chart, showing the tracks of the vessels.

BITUMEN: its varieties, properties, and uses, compiled from various sources, by Lieut. H. Wager Halleck, U. S. Corps of Engineers, under the direction of Col. J. G. Totten, Chief Engineer.